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FM COMDT COGARD WASHINGTON DC//G-RCB/G-RC/G-RCU/R-RP/G-RPD/G-RPC/G-RR/G-  
PWN/CG-45//

TO AIG 4980

COMLANTAREA COGARD PORTSMOUTH VA//AR//

COMPACAREA COGARD ALAMEDA CA//PR//

INFO COGARD ENGLOGCEN BALTIMORE MD//014//

COMCOGARD MLC LANT NORFOLK VA//V/VR//

COMCOGARD MLC PAC ALAMEDA CA//V/VR//

BT

UNCLAS //N16114//

SUBJ: FY07 BOAT OPERATING HOURS

A. BOAT MANAGEMENT MANUAL, COMDTINST 16114.4 (SERIES).

1. PURPOSE: THE PURPOSE OF THIS MESSAGE IS TO PROMULGATE A CHANGE  
IN THE MANAGEMENT OF BOAT OPERATING HOURS FOR FY07.

**2. BACKGROUND:**

A. ALL COAST GUARD BOATS IN AUTHORIZED, FUNDED ALLOWANCES ARE  
ASSIGNED ANNUAL OPERATING HOURS BASED ON BOAT TYPE. PRIOR TO FY07,  
THESE OPERATING HOURS WERE MANAGED AS TARGETS, WITH NO OVERARCHING  
MANAGEMENT PHILOSOPHY TO ADDRESS SUPPORT/FUNDING/SERVICE-LIFE  
IMPACTS OF EXCEEDING TARGET HOURS.

B. STANDARD SUPPORT LEVEL (SSL) FUNDING IS THE MONEY PROVIDED  
BY THE OFFICE OF BOAT FORCES AND MLCS TO BOAT FORCES UNITS TO  
PROPERLY MAINTAIN ASSIGNED BOATS. THIS FUNDING IS APPORTIONED  
BASED ON REQUIRED MAINTENANCE INTERVALS AND CASUALTY REPAIR. THE  
SSL IS DIRECTLY LINKED TO THE ESTABLISHED OPERATING HOURS FOR THAT  
BOAT TYPE. OPERATING A BOAT BEYOND ITS OPERATING HOURS INCREASES  
THE FREQUENCY OF REQUIRED MAINTENANCE AND ALSO INCREASES THE  
PROBABILITY OF UNANTICIPATED CASUALTY MAINTENANCE. EXCEEDING  
ESTABLISHED OPERATING HOURS HAS THE UNAVOIDABLE CONSEQUENCE OF  
STRAINING APPORTIONED SSL.

C. EXCEEDING ANNUAL OPERATING HOURS WILL ALSO NEGATIVELY  
IMPACT THE BOAT FORCES LOGISTICS SYSTEM. A GOOD EXAMPLE OF THIS IS  
THE 47 FT MLB. THE MLB IS ASSIGNED 600 OPERATING HOURS PER YEAR.  
THE ENGINES ARE SUPPORTED BY A CENTRAL ENGINE OVERHAUL (CEO)  
PROGRAM, THAT REQUIRES THAT THE ENGINES BE REMOVED AND REPLACED  
EVERY 3000 HOURS. BASED ON ANNUAL OPERATING HOURS, THE ENGINES  
THEREFORE SHOULD BE REPLACED EVERY 5 YEARS. EXCEEDING ANNUAL  
OPERATING HOURS WILL RESULT IN BOATS NEEDING ENGINE REPLACEMENT  
SOONER THAN 5 YEARS. GIVEN THE FACT THAT THE CEO PROGRAM WAS  
FUNDED AND SPARED BASED ON 600 OPERATING HOURS PER YEAR PER BOAT,  
INCREASING THE FREQUENCY OF ENGINE REPLACEMENT BY EXCEEDING BOAT  
OPERATING HOURS STRAINS THE CEO PROGRAM AND CAN RESULT IN SCENARIOS  
WHERE ENGINES ARE NOT AVAILABLE FOR 47 FT MLBS THAT HAVE REACHED  
3000 HOURS OR HAVE A CASUALTY.

**3. DISCUSSION:**

A. THE OFFICE OF BOAT FORCES CONTINUALLY MONITORS BOAT  
OPERATING HOURS USING DATA FROM ABSTRACT OF OPERATIONS (AOPS), BY  
BOAT TYPES AND IN AGGREGATE. COAST GUARD WIDE, THE VAST MAJORITY  
OF BOAT TYPES ARE OPERATED AT OR BELOW THEIR ANNUAL OPERATING HOURS  
AND ACROSS ALL BOAT TYPES OPERATING HOURS ARE SLIGHTLY BELOW THE  
TOTAL HOURS FUNDED BY SSL.

B. THERE ARE SOME LOCATIONS, GENERALLY MES PORTS WITH HIGH  
PWCS DEMANDS, WHERE OPERATING HOURS ARE BEING ROUTINELY EXCEEDED.  
IN THESE AREAS THERE ARE GENERALLY UNITS WITHIN THAT SECTOR WHERE  
OPERATING HOURS ARE NOT FULLY UTILIZED AND BOATS CAN BE TRANSFERRED.

TO MITIGATE OPERATING HOURS ON BOATS APPROACHING THEIR OPERATING HOUR CEILING, WHILE MEETING THE DEMANDS OF THE HIGH OPTEMPO UNIT. THE SAME DYNAMIC MAY EXIST WITHIN DISTRICTS, WHERE VIRTUALLY EVERY DISTRICT HAS A PORT WITH A VERY HIGH OPTEMPO AND OTHER AREAS WHERE THE OPTEMPO IS LESS; BOATS CAN BE TRANSFERRED ACROSS SECTOR BOUNDARIES.

C. HISTORICALLY, BOATS HAVE BEEN CONSIDERED PERSONAL POSSESSIONS OF A UNIT IN WHICH MUCH PRIDE MAY HAVE BEEN DEVELOPED. IN MANY CASES, THIS WOULD APPEAR A BENEFICIAL CONTRIBUTOR TO QUALITY MAINTENANCE AND UPKEEP. TODAY, HOWEVER, COAST GUARD BOATS HAVE EVOLVED INTO A HIGHLY SUPPORTED, MAINTAINED, AND STANDARDIZED FLEET OF ASSETS. THIS HISTORIC MINDSET MUST BE DISPELLED, AS WE ALSO ACCEPT THAT ONE WELL MAINTAINED, STANDARDIZED PLATFORM IS EQUAL TO ANOTHER. IN COMPARISON TO OTHER HIGH VALUE COAST GUARD RESPONSE ASSETS, BOATS MUST BE CONSIDERED EQUIVALENT TO AIR FRAMES, AND INTERCHANGEABLE BETWEEN UNITS AS NEEDED.

4. ACTION:

A. STARTING IN FY07 AND FOR SUBSEQUENT FISCAL YEARS, ANNUAL OPERATING HOURS WILL BE TREATED AS CEILINGS. ANNUAL OPERATING HOURS ON ALL BOAT TYPES SHALL NOT BE EXCEEDED WITHOUT A WAIVER.

B. BOAT FORCES UNITS WITH MORE THAN ONE BOAT TYPE SHALL MAKE EVERY EFFORT TO ENSURE THAT OPERATING HOURS ARE DISTRIBUTED ACROSS ASSIGNED BOAT TYPES SO NOT ONE BOAT(S) EXCEEDS THEIR CEILING.

C. BOAT OPERATING HOURS SHALL BE MANAGED SECTOR WIDE. TRANSFERRING BOATS WITHIN A SECTOR SHOULD BE PRACTICED TO MAINTAIN DISTRIBUTION OF HOURS ACROSS ALL ASSIGNED BOATS. IN CASES WHERE BOAT MANAGEMENT WITHIN A SECTOR DOES NOT MEET MISSION HOUR REQUIREMENTS, DISTRICTS CAN ROTATE BOATS ACROSS SECTOR BOUNDARIES.

D. THE PROVISIONS OF THIS MESSAGE ALSO APPLY TO AREA UNITS. CUTTERS AND MSSTS DO NOT GENERALLY EXCEED ANNUAL OPERATING HOURS. PSUS ALSO DO NOT GENERALLY EXCEED ANNUAL OPERATING HOURS UNLESS DEPLOYED FOR AN EXTENSIVE PERIOD OF TIME. AREA STAFFS SHALL CLOSELY MONITOR OPERATING HOURS OF AREA UNITS AND MANAGE BOAT OPERATING HOURS ACCORDINGLY.

E. WAIVERS: IN THE EVENT THAT A UNIT WILL EXCEED THE OPERATING HOURS OF AN ASSIGNED BOAT, A WAIVER SHALL BE REQUESTED VIA MESSAGE TO THE OFFICE OF BOAT FORCES. A WAIVER SHOULD BE PURSUED ONLY WHEN ALTERNATIVES SUCH AS LEVELING OPERATING HOURS ACROSS BOATS ASSIGNED OR TRANSFERRING BOATS WITHIN SECTORS OR DISTRICTS HAVE BEEN EXHAUSTED. THE WAIVER SHOULD INCLUDE THE NUMBER OF ANNUAL OPERATING HOURS EXPENDED AS OF THE DATE OF THE WAIVER REQUEST, THE NUMBER OF ADDITIONAL OPERATING HOURS REQUESTED BY BOAT TYPE, AND A BRIEF DESCRIPTION OF THE MISSION ACTIVITY THAT THE ADDITIONAL OPERATING HOURS WILL BE IN SUPPORT OF. THE OFFICE OF BOAT FORCES WILL EVALUATE THE WAIVER REQUEST WITH THE APPROPRIATE PROGRAM OFFICE AND REPLY ACCORDINGLY. IF OPERATIONAL REQUIREMENTS EXIST THAT PRECLUDE A UNIT FROM SUBMITTING A WAIVER REQUEST PRIOR TO EXCEEDING ANNUAL OPERATING HOUR CEILINGS, THE UNIT SHALL EXECUTE THE MISSION AND REQUEST THE WAIVER AS SOON AS POSSIBLE.

5. SUMMARY:

A. THE INTENT OF THIS POLICY CHANGE IS NOT TO RESTRICT THE OPERATIONAL COMMANDER, BUT RATHER TO ENCOURAGE EFFECTIVE BASE MANAGEMENT OF BOAT OPERATING HOURS, OPTIMIZE SSL FUNDING, AND ENSURE THAT BOAT SERVICE-LIFE IS PRESERVED TO THE GREATEST EXTENT POSSIBLE.

B. THE OFFICE OF BOAT FORCES WILL CONSIDER EXIGENT CIRCUMSTANCES SUCH AS EXTENDED PERIODS OF HIGHER MARSEC LEVELS OR NATURAL DISASTERS, AND GRANT BLANKET WAIVERS AS APPROPRIATE.

C. THIS POLICY CHANGE WILL BE REVIEWED THROUGHOUT FY07 AND EVALUATED ACCORDINGLY.

D. THIS POLICY CHANGE WILL BE INCORPORATED INTO AN UPCOMING REVISION OF REF A.

6. BOAT TYPE OPERATING HOUR CEILINGS CAN BE ACCESSED ON THE OFFICE OF BOAT FORCES WEB SITE THROUGH THE FOLLOWING LINK:

[HTTP://CGWEB.COMDT.USCG.MIL/G-RCB/BOATSONLINE/RPTPROGRAMHRS.SNP](http://CGWEB.COMDT.USCG.MIL/G-RCB/BOATSONLINE/RPTPROGRAMHRS.SNP).

OPERATING HOUR CEILINGS SHALL NOT INCLUDE EMPLOYMENT HOURS ACCUMULATED WHILE A TRAILERABLE BOAT IS BEING TRANSPORTED ON ITS TRAILER.

7. POCS:

A. CDR [REDACTED] (COMDT (G-RCB-2), AT [REDACTED] OR [REDACTED] (AT)USCG.MIL.

B. MR: [REDACTED] (COMDT (G-RCB-2), AT (202) [REDACTED] OR [REDACTED] (AT)USCG.MIL.

8. INTERNET RELEASE NOT AUTHORIZED.

9. CAPT SCOTT W. ROBERT, CHIEF, OFFICE OF BOAT FORCES, SENDS.

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